Hongkong Telegraph

No. 3826 TUESDAY, AUGUST 14, 1894. THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£275,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " 4 "
" " " 3 " 3 "
A. C. MARSHALL,
Manager, Hongkong.
Hongkong, 17th May, 1894. [563

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,185,000
PAID-UP£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS :—
For 12 Months.....5 per cent.
" 6 " 4 "
" 3 " 3 "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [20

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE :—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | ChowTung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
H. Stotterfoht, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches.—London, Yokohama, Shanghai and Amoy.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 16th November, 1893. [7

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL£2,000,000
CAPITAL PAID-UP£ 251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.
CHANTREY INCHBALD,
Manager.
Hongkong, 6th November, 1893. [210

For Sale.

AUSTRALIAN BUTTER.

ALLISTON & CO., No. 4, QUEEN'S ROAD CENTRAL, are SOLE WHOLESALE IMPORTING AGENTS for Hongkong, China and Japan, for the celebrated

VICTORIAN BUTTER,
WOOD'S "COW" BRAND.
Hongkong, 16th July, 1894. [796

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, 3rd January 1894 [900

Insurances.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.
Current rates, and a guaranteed Bonus equal to that paid by the local Offices.
S. J. DAVID & Co.,
Agents.
Hongkong, 5th April, 1894. [435

THE MEIJI FIRE INSURANCE COMPANY, LIMITED, OF TOKYO.

THE AGENCY of the above-named Company having this Day been TRANSFERRED to the Undersigned, they are now prepared to accept RISKS against FIRE at CURRENT RATES.
For the MITSUI BUSSAN KAISHA,
K. FUKUI,
Manager.
Hongkong, 2nd July, 1894. [746

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [974

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [180

Amusements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTREL TROUPE will give
ONE FIRST-CLASS ENTERTAINMENT TO-MORROW
(WEDNESDAY), AUGUST 15TH, 1894,
For the Benefit of those
SOLDIERS AND POLICE
who have been, and those who are still engaged upon work in connection with the PLAGUE.

The Performance is given under the Distinguished Patronage and Support of
His Excellency the Governor, Sir WILLIAM ROBINSON, K.C.M.G.,
His Excellency Major-General G. DIGBY BARKER, C.B.,
Commodore G. T. H. BOYES, R.N.,
Colonel G. B. MACDONELL, R.A., Commanding Royal Artillery in China,
Colonel W. H. MULLOY, R.E., Commanding Royal Engineers in China,
Lieut.-Colonel F. W. ROBINSON, Commanding 1st Shropshire Light Infantry,
Lieut.-Colonel E. G. BARROW, Commanding the Hongkong Regiment.

NOVEL AND GREAT ATTRACTIONS.

UPWARDS OF FIFTY PERFORMERS IN THE MINSTREL CIRCLE.

GRAND VARIETY ENTERTAINMENT, introducing NOVELTIES never before seen in Hongkong, under the entire supervision and sole direction of Mr. W. FARMER.

Full Particulars in Programmes.

By the kind permission of Colonel ROBINSON and OFFICERS, the Band of the Shropshire Light Infantry will play at the Performance.

Popular Prices.....$2 & $1.
Soldiers and Sailors in Uniform, half-price to Back Seats only.
Doors Open at 8.30,
Commencing at 9 o'clock precisely.

Plan and Tickets at Messrs. KELLY & WALSH, Limited; Seats may be booked.

A SPECIAL TRAM will run to the Peak, and a Special Launch to Kowloon, 15 minutes after the Performance.
WILLIAM BLAYNAY,
Hon. Secretary.
Hongkong, 13th August, 1894. [838

Notices of Firms.

NOTICE.

NOTICE is hereby given that the Firm of LEE KING & Co., 18, Praya Central, has been CLOSED from the 1st instant.
The Undersigned will conduct the BUSINESS of SHIP, GENERAL BROKER, and COMMISSION AGENT at the above address. And is empowered to wind up the business of above Firm.
JOHN ANDREW.
Hongkong, 9th August, 1894. [837

Intimations.

LANE, CRAWFORD & CO.
SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR :—
INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
BELL'S SPECIAL ENGINE AND CYLINDER OILS.
PURE FRESH WATER SUPPLIED

LANE, CRAWFORD & Co.

Hongkong, 16th July, 1894 [30

DAWSON'S PERFECTION
OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East, 4, *Queen's Road Central.*
Hongkong, 11th December, 1893. [41

THE
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.
The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.
THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.
NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.
Hongkong, 17th November, 1892. [229

KELLY & WALSH, LD.

ILLUSTRATED COMPANION TO MURRAY'S GUIDE BOOK.
The Tower Bridge: its History and Construction.
Foster's Whist Manual.
The Prince of India, by Lew Wallace.
Royal Academy Pictures, bound volume.
Hanlin Papers, second series.
Manual of Customs Practiced at Shanghai.
Straits Produce: Humorous Sketches.
The World's Parliament of Religions.
Warne's Royal Natural History, Vol. I.
How to become Quick at Figures.
Sharps and Flats, by J. N. Maskelyne.

EVOLUTION OF MODERN CAPITALISM.
Silver up to Date.
The Principles of Fitting.
Needle and Brush: Useful and Decorative.
The Art of Crocheting.
The Art of Drawn Work.
The Art of Modern Lacemaking.
Flowers of Japan: Ogawa's Collotype series.
Figaro Salon Pictures: French edition.
Illustrated London News: Summer Number.
Old Heath Library.

KELLY & WALSH, LIMITED.
Hongkong, 2nd August, 1894. [6

W. BREWER
HAS JUST RECEIVED A CONSIGNMENT OF THE POPULAR "THEBES" "MEMPHIS" AND "LUXOR"
EGYPTIAN CIGARETTES,
IN FINE CONDITION.
PRICE $1.80 BOX OF 100.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 9th August, 1894. [675

CENTRAL HOTEL,
SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address :—
"CENTRAL, SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, *is now fitted* with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.
COMMODIOUS RECEPTION ROOM FOR VISITORS.
SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.
An Assistant attends on Passengers by Mail Steamers.
N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
PROPRIETOR.
730

Intimations.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at Twelve o'clock NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Account to 30th June, 1894.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1894. [836

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from Saturday the 4th to the 18th day of August, (both days inclusive), during which period no TRANSFER OF SHARES can be Registered.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1894. [837

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 14, Praya Central, on MONDAY, the 20th August, at 3 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1894.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.
By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 31st July, 1894. [832

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTH or FINAL CALL of FIFTY CENTS PER SHARE, on the Shares Issued at ONE DOLLAR has now been made.
NOTICE is also given that the CALL of FIFTY CENTS per Share, on the Shares Issued in exchange for Shares in the Old Company has now been made. Both these Calls FALL DUE on the 10th September, and should be PAID to the Undersigned at No. 9, Praya Central, to whom the SCRIP should be sent for endorsement.
By Order of the Board,
W. HUTTON POTTS,
Secretary.
Hongkong, 9th August, 1894. [860

THE PHARMACY.

FLETCHER & Co. Dispensing and Retail Chemists, Perfumers, Druggists Sundriesmen and Patent Medicine Vendors.

	per dozen.
KEPLER'S MALT	$14.00
KEPLER'S MALT and OIL	$14.00
SCOTT'S EMULSION	$13.00
SCOTT'S EMULSION	$23.00

TOILET ACCESSORIES :—
Perfume Bottles, Cut Crystal, Combs, Brushes, Sponges, Sponge Bags, Flesh Gloves and Belts.
Perfumes:—Pinaud, Atkinson, Colgate, Ricksecker and Brown Perfumery Co.
Hongkong, 23rd September, 1893. [28

"DERMATOL,"

MANUFACTURED by FARBWERKE, HÖCHST a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhœa, is described as amazing.

D R. K N O R R'S
LION BRAND
A N T I P Y R I N E.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.
To be had at every reputed Chemist and Druggist.
Supplies constantly on hand at the China Export Import and Bank Compagnie.
Beware of spurious imitations.
Hongkong, 7th April, 1894. [446

TRADE MARK
CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
13, Queen's Road,
Hongkong, 24th August, 1893. [26

NOTICE TO CAPTAINS.

MASTERS of Vessels arriving here CANNOT BE TOO PARTICULAR as to the SOURCE of supply of FRESH WATER, more especially during the present epidemic.
J. W. KEW & Co.'s STEAM WATER-BOATS enable them to SUPPLY VESSELS with any quantity of PURE FRESH WATER, with the greatest despatch and at moderate rates.
Call Flag "W," Commercial Code.
Office 18, Praya Central,
Hongkong, 14th June, 1894. [695

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 5 OF 1894.

IN THE MATTER OF CHEUNG SUI SHANG, OTHERWISE CHEUNG SHUI SANG, OTHERWISE CHEUNG PO, DECEASED.

NOTICE is hereby given that an ADMINISTRATION ORDER in BANKRUPTCY dated the 10th day of August, 1894, has been made in respect of the Estate of CHEUNG SUI SHANG, otherwise CHEUNG SUI SANG, otherwise CHEUNG PO, late of No. 198, HOLLYWOOD ROAD, VICTORIA, in the Colony of HONGKONG, and of MACAO, COMPRADORE, Deceased, who died at MACAO on or about the 7th day of June last intestate, and the Undersigned has been appointed Trustee of the said Estate.
All Persons having any CLAIMS or DEMANDS against the said Estate are hereby required to prove the same on or before MONDAY, the First day of October next, and all Persons INDEBTED to the said Estate are hereby required to make IMMEDIATE PAYMENT to the Undersigned at the LAND OFFICE, Queen's Road Central.
Forms of Proof and Proxy may be obtained on application at the LAND OFFICE.
Dated this 11th day of August, 1894.
BRUCE SHEPHERD,
873] Trustee.

LOST.

AT about 6.30 p.m. last Sunday, near No. 2 Police Station, Wanchai, a BLACK RETRIEVER BITCH (ears grey marked). Had on brass collar lined with leather.
Any one having found the same will be rewarded, if necessary, by returning it to No. 139, Wanchai Road, or to the *Hongkong Telegraph* Office; and any person retaining the Dog after this notice, will be Prosecuted.
Hongkong, 11th August, 1894. [869

HOTEL DE LA PAIX.

THE UNDERSIGNED having on the 23rd day of July, 1894, TAKEN OVER the BUSINESS and STOCK-IN-TRADE of the late HOTEL DES COLONIES on SHAMEEN, CANTON, are NOT RESPONSIBLE for any DEBT or DEBTS contracted by its FORMER PROPRIETORS. Its Name is now Changed into "HOTEL DE LA PAIX," under the Management of Mr. V. A. ROZARIO.
PUN YAN YUI, 潘仁宇
CHOW YOOK PO. 周玉波
Canton, 31st July, 1894. [833

PRIVATE BOARD AND RESIDENCE.

12, GLENEALY BUILDINGS.
MRS. GILLANDERS.
Hongkong, 3rd July, 1894. [752

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship
"FLINTSHIRE,"
Captain Dwyer, will be despatched for the above Ports on or about the 14th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 7th August, 1894. [721

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"MARIA VALERIE,"
Captain G. Costanzo, will leave for the above places on SATURDAY, the 18th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 13th August, 1894. [872

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.I.I. American Bark
"PARAMITA,"
Soule, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 16th June, 1894. [704

FOR SAN FRANCISCO.

THE 100 A. I. British Ship
"SILBERHORN,"
Gibbs, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 16th June, 1894. [705

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "OCEANIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 10th August, 1894. [8

Intimations.

DAKIN, CRUICKSHANK & CO., LD.,
VICTORIA DISPENSARY.

SUMMER DRINKS.

FRUIT SYRUPS,
In Bottles at 75 Cents.

AERATED WATERS.

D. C. & Co.'s
LIQUEUR AND OTHER WHISKIES.

CLARETS.

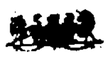
MEDOC.
Per Case, Pints.....$5.50
Per Case, Quarts$5.00

ST. GERMAIN.
Per Case, Pints.....$7.50
Per Case, Quarts$7.00

ST. ESTEPHE.
Per Case, Quarts$7.50

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY.
HONGKONG.
Hongkong, 14th July, 1894. 13

A. S. WATSON & CO.,
LIMITED.



VEGETABLE & FLOWER
SEEDS.

SEASON 1894-95.

SEED LISTS, with hints for Gardening, are NOW READY, and Orders are being booked or delivery on arrival of the Seeds. They will be executed in the sequence in which they are received as long as the supply lasts.

EARLY SOWINGS are to hand by Parcel Post of

CELERY SEED:—
SOLID WHITE
MANCHESTER RED
SULHAM'S PRIZE PINK
WRIGHT'S GIANT WHITE
WHITE PLUME;
Also,
CINERARIA:—
MARITIMA
JAMES'S PRIDE.

The above can be sown now and next month in boxes under cover, protected from ants.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...$1.75
" " 28 lbs. " ...$4.50
Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"
LAWN MOWERS,
The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 30th July, 1894. [5

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 14, 1894.

TELEGRAMS.

GERMAN REINFORCEMENTS.

LONDON, August 13th.

Two more German cruisers have been ordered to China.

AMERICAN TARIFFS.

The *Tariff Bill*, as amended by the Senate, has been accepted and passed by the House of Representatives. Further Bills have since been introduced to place coal, iron and sugar on the free list, the first of which has passed.

"HEAVEN HAS FALLEN."

The debate on the *Evicted Tenants Bill* in the House of Lords has been adjourned.

THE WAR IN THE NORTH.

Chinese telegrams received here to-day are to the effect that the eight Russian warships, recently despatched from Vladivostock, to Korea have, with one exception, been withdrawn from Chemulpo, a small guard of marines only being landed for the protection of the Russian Legation. This it is stated is the result of the timidity of the Russian Cabinet, which is believed to apprehend that any military demonstration in the peninsula by the troops of the Czar would be speedily followed by the appearance of British "red-coats" on the scene, and that, in fine, the projected action of Russia in Korea, if carried out, would speedily lead to complications in Europe which Russia has, at the present time, no desire to be involved in.

It was reported by wire from Shanghai this afternoon that the Japanese and Chinese armies in Korea, numbering 18,000 and 25,000 respectively, were approaching each other, the former from Seoul and the latter from Pingyang, and that a decisive battle would probably be fought to-day, the tenure of Seoul by the Japanese depending in a great measure upon the result of the conflict.

QUARANTINE REGULATIONS IN JAPAN.

The following copy of a telegram received by his Excellency the Governor to-day has been forwarded to us for publication:—

"The Governor, Hongkong.

"Vessels which, without entering Hongkong Harbour, have merely exchanged mails outside that harbour, may, if provided with a certificate from the Japanese Consul at Hongkong, communicate with the shore, and land passengers and freight on arrival in Japan if on preliminary inspection all is found to be in order.

PAGET."

LOCAL AND GENERAL.

MR G. Detring resumed charge of the Customs at Tientsin on the 2nd instant.

HONG, the assassin of Kim O-kiun, has left Seoul and joined the Chinese army.

THE public trial of Li, the Korean prisoner in Tokyo, on a charge of attempted murder is fixed for September 6th.

ALMOST every seat has been booked for to-morrow night's performance of the Hongkong Minstrels at the City Hall.

AN "inch of rain" means a gallon of water spread over a surface of nearly two square feet, or a fall of about 100 tons upon an acre.

AS will be seen by an advertisement in another column, the enterprising management of the Bay View Hotel have made arrangements to run launches between the city and their popular establishment daily, every half-hour after 5 p.m.

A PARTY of Japanese naval officers who were ordered to proceed to England to bring the *Tatsuta Kan* to the East, have been released from that duty, and have been appointed to positions on board ships in commission or at the Admiralty Stations.

WE are reliably informed that Governor Sir William Robinson, after consultation with the Acting Chief Justice, has declined to remit any portion of the sentence of two years' hard labour passed upon Edson Crowe, chief officer of the Nova Scotian ship *Selkirk*, for assaulting a seaman named Kennedy on the high seas in March last.

WE are glad to hear that telegraphic intelligence was received here this afternoon by the General Agent of the Canadian Pacific Steamship Co. to the effect that the *Empress of China* was floated successfully last night and that she is uninjured by her contact with the mud near Woosung Bar. She will resume running to Vancouver from Shanghai according to schedule time.

THE four-masted Nova Scotian ship *Muskoka*, Capt. Crowe, from Shanghai to Saigon in ballast, was towed into Amoy on Saturday by the China Navigation Co.'s steamer *Nanchang* in a very badly damaged condition owing to her ballast shifting and a good deal of her running gear being carried away in a typhoon which she encountered shortly after leaving the muddy waters of the Whangpoo.

THE Chinese are flocking into Hongkong from Japan, every incoming steamer from the treaty ports of the Land of the Rising Sun bringing shoals of well-to-do Chinamen, with their wives and families, to these festive neutral shores. The *Verona*, which arrived here from Japan yesterday, brought no less than 250 Celestial refugees from Yokohama, and it is probable hundreds more will arrive here at an early date from Kobe and Nagasaki.

THE late Sir Daniel Macnee, President of the Royal Scottish Academy, had a splendid physique, and presented the appearance of a portly, well-to-do farmer. On one occasion he was standing at a wayside railway-station, when a cattle-dealer approached him and said:—

"Man, ye're a good-looking chap. I'll wager noo ye'll weigh about fourteen stane"

"You are quite correct, my dear fellow," said the President, with a humorous twinkle in his eye.

"Aye! I thocht so," was the self-satisfied rejoinder. "I'm never very far wrong, for I'm the best judge o' swine in the country."

COMMENTING upon the telegram to the effect that the *Novoe Vreyma* declared that Russia ought to side with China against Japan, the *Nichi Nichi Shimbun* writes as follows:—"Reuter's telegrams have frequently proved incorrect. In the present case, what Reuter telegraphs is probably true. But as to the article itself, there is no doubt that it does not express the attitude of the Russian Government. The *Novoe Vreyma*, as we pointed out, cannot be regarded as an avowed organ of the Russian Government, and consequently the views now attributed to it must be regarded as its private opinion. At all events, it would be rash to conclude that the article in question echoes the sentiments of the Russian Court. The Emperor of Russia is known to be a votary of peace, and is actuated by the best motives toward this country in connection with the present complications. It is true the Russian Government offered its advice to Japan in the interest of peace in the East. We have not yet learned that Russia has taken any step to side with either China or with Korea against Japan. Should the Russian Emperor be, unfortunately, inclined to the same views as those advocated by the *Novoe Vreyma*, there would be no cause for Japan to be alarmed, for she has undertaken the present task with a firm determination to cope with any emergencies that may arise. We are, however, firmly convinced that the Russian Emperor does not entertain such an opinion, and we would advise our countrymen to pay no attention to the Russian journal's article."

THE Japanese Consul at Chefoo hauled down his flag on the 2nd instant and left for Shanghai by the first opportunity.

"ARE the Indian languages based on logical derivations?" "I believe they are. In one of the Indian tongues, for instance, 'woman' is 'kewanojawjaw.'"

THE quartermaster and a seaman of the *Kowshing* arrived at Shanghai on the 9th and a Naval Court of Enquiry into the loss of the steamer is to be held there forthwith. The Captain and chief officer were due at Shanghai on the 10th inst.

(Susan, the cook, and Jane, the housemaid, at a fine-art exhibition).

Jane: "What's that fine bird there?"

Susan: "It looks like a hostridge."

Jane: "Well; HI thinks the hartist draws well. Don't you?"

Susan: "HI can't say, perfessionally, for HI allers *draws* their hinsides, but the hartist *draws* their houtsides."

ON the 8th instant Mr. George Jamieson, as Arbitrator, and Captain Bisbee and J. P. Roberts, as Assessors, began the hearing of the private arbitration relating to the recent collision on the Yangtsze between the *Kachidate Maru* and the *Chingtu*. Mr. A. P. Stokes (Messrs. Johnson, Stokes and Master) conducted the case for the *Chingtu*, and Mr. J. C. Hanson (Messrs. Dowdall and Hanson) represented the owners of the *Kachidate Maru*. It was anticipated that the proceedings would last for three or four days.

THE stirring chimes of the fire-bell echoed through the city at 10.30 this morning owing to the outbreak of fire in some of the foetid and plague-begetting hovels at the northern end of the "Forbidden City." The fire brigade were soon on the spot and succeeded in extinguishing the flames after two houses in Square Street had been completely gutted. This fire was undoubtedly the work of an incendiary, and the pity is that this individual, and there may be some who regret he did not apply his torch to the whole district fully three months ago with a view to ridding the colony of some of the most insanitary slums that ever menaced the health of a civilised community.

THE *Kobe Chronicle* states that during the progress of the war the Nippon Yusen Kaisha, which has already discontinued running its vessels to Shanghai, will not run any steamers from Nagasaki to foreign ports at present, and will also discontinue the Manila and Bombay lines. The service between Bombay and Japan will, however, be kept up by the "Tata" line vessels, and possibly by chartered Foreign steamers, as the Company is under contract with the Japan Cotton Spinners' Association to deliver a certain quantity of yarn during the year. The vessels taken off the various foreign runs will presumably be used in re-opening the line to Otaru.

THE Singapore *Free Press* of the 7th instant says:—The Hongkong and Shanghai Bank has not been fortunate with its staff lately, though here things have not gone so badly as elsewhere. Mr. Percy Scott, who has been ill with typhoid fever in hospital, is, we are glad to hear, rapidly recovering, whilst Mr. Koelle has been taken to hospital on account of his throat. Though the cause of these illnesses is not known, there is plenty of evidence to show that some of the drains from Collyer Quay need careful attention, and particularly that covered drain at the back of the new Bank buildings which might well be opened, the narrow alley being closed as a thoroughfare at the Collyer Quay end.

ONLY an object lesson:—

Hongkong Telegraph.
August 8th, 1894.

On the 28th ultimo the *Ethiope* left Nagasaki for Hosbiki, and arrived there safely the same day, being followed into port by the sailing ship *Ben Lee*, 2,000 tons, which had a very heavy list to starboard and was in tow of a Japanese steamer which picked her up drifting about ½ a mile off the north-east coast of Hoshiki. The lowest reading of the *Ben Lee's* barometer was 28.60.

China Mail.
August 13th, 1894.

The British sailing ship *Penley (? Ben Lee)* has been towed into Kutchino'zu by a Japanese steamer.

THE Tientsin correspondent of the *N. C. Daily News* writing under date 4th instant states:—The *Kienshing* arrived yesterday from Tongku and we learn from news brought by her that torpedoes were laid in the Peiho and that booms were ready to bar the entrance to the river. Some seven China Merchants' steamers were either at Taku or in the river, namely the *Hsinyü*, *Kungpai*, *Toonan*, *Meifoo*, *Kwangchi*, *Chintung* and *Chiyuen*, one of them being laden with coal. One of the tugboats had left with despatches with Captain McClure and Mr. Lynborg on board. The Japanese barque whose crew had deserted her was flying the Chinese flag, and her cargo was partly discharged. The British 3-masted schooner *Sea Swallow* was inside the river, without her Japanese crew, who had either deserted or been sent back to Shanghai. Two members of the Chinese crew of the *Kowshing* were ordered to come down in the *Kienshing*. The foreigners at Tientsin were more afraid of the Chinese than of the Japanese. It is reported that the vacillating conduct of the Peiyang squadron is due to differences of opinion of the two Commodores. In the engagement between the *Tsiyuen* and the Japanese man-of-war, the first shot disabled the gunning tower and broke all the engine room and other telegraphs, besides killing three men in it. The next shot disabled the turning machinery of her forward barbette gun, without hurling the gun itself, while the next shot went right though the ship, struck a gun standard on the opposite side, glanced off, went slap god after going though the deck, lodged in a hammock. Eighteen men were killed in the engagement and thirty odd wounded, the latter by splinters. The lieutenant who worked the after gun was badly wounded, but has refused to leave his gun and continued to use his sextant to get the angle for firing. This officer was apparently one of the American students. As an instance of the callousness of the Chinese, four days after the engagement, the vessel had not been cleaned of the blood, etc. about the deck. Some of the officers of ships at Taku have given up their billets and have come down to Shanghai. Tempting offers, from a Chinese point of view, have been made to foreigners to accept service with the Chinese, and the natives at Tientsin were consoling themselves with the hope that British Naval Officers would command their ships. It was rumoured that no less than eight foreign men-of-war were expected at Taku yesterday or to-day, including Russian, British, French, German and American ships.

HONGKONG RIFLE ASSOCIATION.

Owing to the inclemency of the weather last Saturday afternoon, there were only six competitors for the Hongkong Rifle Association's Long Range Cup and Spoons, but a very exciting finish was the result. Petty Officer L. Goodyer, R.N., proving successful by scoring 31 at the seven hundred and 23 at the eight hundred yards range, which, with a handicap allowance of 25 points, made his aggregate 79. Sergeant Buckingham, S.L.I., with an allowance of six points, totalled 30 and 42 respectively at the two ranges above named, and was a good second with a total of 78. Mr. Stewart, with 18 points handicap allowance, made a good start at the 700 range with 38, but fell to pieces at the 800, scoring only 21, and aggregating 77 only.

The following are the three best scores:—

	700 yards.	800 yards.	Total.	H'cap points.	Grand total.
Mr. L. Goodyer, R.N.	37	23	54	25	79
Sergt. Buckingham, S.L.I.	30	42	72	6	78
Mr. W. Stewart	38	21	59	18	77

THE PLAGUE IN HONGKONG.

We are glad to report that the bubonic disease is at last dying a hard death at Kowloon and in the surrounding district, as the Lai-chi-kok returns for the last few days clearly indicate.

The latest official returns are as follow:—

From noon yesterday until noon to-day:—

	New cases	Deaths	Disch. cured	Rem. under treatment
Kennedy-town	7	3	2	47
Private houses	0	0	0	0
Total	7	3	2	47

Deaths from the outbreak (9th May) up to August 13th, noon, 2,458; grand total, 2,461.

LAI-CHI-KOK RETURNS.

The following are the returns of admissions, deaths, etc., at the Lai-chi-kok pest-house for the twenty-four hours ending 5 o'clock yesterday afternoon:—Admissions, 0; death, 1; discharged 8; remaining under treatment, 15.

THE WAR IN THE NORTH.

ARRIVAL AT CHEFOO OF THE SURVIVORS OF THE "KOWSHING."

(FROM OUR SPECIAL WAR CORRESPONDENT.)

CHEFOO, August 5th.

H.M.S. *Porpoise* arrived at about 5.30 this afternoon with the remainder of those saved from the steamer *Kowshing*, numbering in all 87 Chinese soldiers. This, with the 47 brought by the *Lion* and the 110 by the *Iltis* makes a total of 244 saved and conveyed to this port. The *Porpoise* noticed two Japanese men-of-war near the wreck of the *Kowshing*, whose masts are high above water, and four other Japanese men-of-war were cruising close by. Those on board the *Porpoise* saw at least 100 dead bodies floating around, swollen up, some with bullet wounds through their back, which plainly showed that they had been shot whilst in the water, swimming. She also sighted six Chinese men-of-war off the Shantung Promontory this morning, evidently making their way towards Wei-hai-wei. Amongst them, they recognised the *Ting-yuen* and the *Chi-yuen*; there were four or five others in Wei-hai-wei, when the *Propoise* passed.

I am told that many of the soldiers saved are said to have been swimming for nearly 24 hours.

Monday, August 6th.

Last night a small Chinese gunboat arrived here from Wei-hai-wei. I learn from those on board that the Chinese fleet have returned again, not having sighted any Japanese men-of-war. From late arrivals I hear that some of the Japanese fleet are cruising close to the Shantung Promontory, and people from Wei-hai-wei even report that a Japanese torpedo-boat has been seen at the entrance of Wei-hai-wei Harbour.

Yesterday evening it was reported amongst the Chinese that Li Hung-chang had committed suicide, but I do not think there is the least truth in the report.

I have received no further news from Korea, a small tow-boat arrived last evening from Tientsin, and left this morning for Chemulpo. She is reported to be looking for a job of towing, but from other sources I learn she is carrying despatches.

I do not think that the Chinese fleet are at all anxious about meeting the Japanese men-of-war, and cannot blame them.

The *Porpoise* is at anchor off the Beach Hotel, and I hear she is to remain here for orders. A few of the frightened visitors are leaving, believing Shanghai to be the safest place.

INTERVIEW WITH THE JAPANESE CHARGE D'AFFAIRES.

A representative of this paper had an interview with Mr. Kamura, *Chargé d'Affaires* for Japan, who arrived here per the *Tungchow* on his way to Japan. In answer to inquiries as to the reported *ultimatum* to China, Mr. Komura stated that no *ultimatum* had been given, but that, though no formal notice had been given, the Chinese had very good reason to know that their sending more troops to Korea would be construed as an act of hostility by his Government. All previous communication had helped this knowledge, and that the Chinese had so known was proved by the secrecy observed in sending troops to Yashan. None of the Foreign Ministers had any knowledge that troops were being sent to Korea until the arrival of the news of the sinking of the *Kowshing*. Friendly communication was kept up with the Tsung-li Yamên until the receipt of the news of the declaration of war by Japan on the 1st instant. Mr. Kamura left Peking on the 2nd, and met with every courtesy on his way down.

With reference to the outrage on the *Chunghing*, Mr. Kamura stated that he thought no action would be taken by the Ministers, and that a formal apology for the insult to the British flag would be all that would be required.

He further stated that all his communications with the Russian Minister lead him to believe that no steps prejudicial to Japan would be taken by that country, and that if the Czar's declaration, which was very strongly worded to insure non-intervention, were to be acted upon, no steps whatever would be taken in the matter by Russia.

The *Chargé d'Affaires* leaves Shanghai on Saturday per the French mail steamer, accompanied by his suite and the late Consuls for Tientsin, Chefoo, and Shanghai.

NORTHERN GOSSIP.

By the *Tungchow* from Tientsin and Chefoo, we gather the following:—

When approaching the S.E. Promontory six or seven Chinese cruisers, belonging to the Peiyang Squadron, were met, headed for Wei-hai-wei under full steam, with the Admiral's ship, the *Ting-yuen*, about six miles in the lead. Later on the *Tungchow* sighted two vessels, without lights and apparently not steaming, which she presumes to have been Japanese cruisers. Can it be that the Chinese had sighted them too?

A report is current in Tientsin to the effect that the Secretary to the Chinese Legation in Seoul has returned to Chefoo, and says that the Chinese soldiers sent to meet the Japanese on the latter's approach to Yashan, had refused to fight, but had, on the contrary, thrown down their guns and fled. The Secretary is said to have concluded with remarking that such action was "a disgrace to the Chinese nation." If this proves to have occurred, we certainly agree with his conclusions.

It is said that H.E. Li Hung-chang, taking into consideration that the Japanese vessel which came into Taku loaded with railway sleepers, had left Japan long before there was talk of war, had supplies for the Chinese Government Railways, and would not have come in to Taku if she had been aware of the state of war, has given the captain a safe-conduct guarantee, and permission to unload his cargo and take away his ship. This story, however, shows too much honesty and good sense to be true.

From a reliable source we hear that the torpedoes being laid in the North Channel, are not being put down on any regular plan, and their moorings are so poor that these torpedoes are likely to be shifted by the strong tides, or by any strong current. They are, therefore, likely to become as great a source of danger to the Chinese as to the Japanese, and after the conclusion of peace it will take a lot of work before this channel will be available for traffic.

CHINESE REPORTS.

Thursday, August 9th.

Yesterday, the former Shanghai Taotai, Nieh, removed to his new residence in the English Settlement, and at the same time the Taotai, Huang, took up his residence in the Yamên.

Yesterday morning, a telegram was received, stating that the Canton authorities had been informed by a telegram from Kiungchow that a Canton cruiser had seized a Japanese ship, named *Genkai Maru*, at sea near Pakhoi (?) She was full of munitions of war from England and was bound to Nagasaki. She was taken to a small harbour on the coast, and is being detained for instructions from Canton.

The manager of the telegraph office at Sinyang, Mei, has been denounced to the Tsung-li Yamên for not forwarding important military telegrams from Port Arthur, and the Yamên has been requested to punish him.—*Mercury.*

AMOY NOTES.

AMOY, August 2nd.

I have made further enquiries as to the causes of death among the Chinese here, and there seems to be little doubt that in many cases the disease has borne a remarkable resemblance to the Hongkong plague. In its suddenness and rapidly fatal character as well as being difficult to treat, it certainly looks as though a few sporadic cases of the true plague have occurred here. But there is no real epidemic sufficient to cause any scare.

As to the war between China and Japan, both here and in Formosa there is much unrest. People are leaving for the country districts and as many as possible are getting away from Tamsui, even though the fares across have been raised from $2 to $7. The richer people are becoming afraid that if the Japanese take Formosa they will be unable to leave and may be fleeced if not killed by their dreaded enemies. There are a number of rumours about the affairs up North, but it is difficult to know what to believe.

The price of rice has gone up very considerably, both from rumours of war and from a bad harvest. Many parts of the country inland from Amoy have suffered terribly from drought first and then floods, followed by scorching heat. If we get a few typhoons in this neighbourhood during August or September, it will complete the damage and perhaps destroy the autumn crop of rice now growing. If so, much misery and want will be the sad result. The barometer is as low as 29.18 now and a typhoon can hardly be far away.

On July 21st last Mrs. Agnes Hansen was married to Captain G. B. Eldridge, one of the Amoy pilots. The ceremony was held in the Hotel and was conducted by the Rev. J. Macgowan, and many friends were present to wish every happiness to the newly married pair.—*N. C. Daily News* Correspondent.

August 3rd.

On the 30th of last month, an examination was held in the Harbour Master's office to fill the two vacancies in the Amoy Local Pilot Service, caused by the very sudden death of the senior pilots, Messrs. Hauenstein and Buschmann. Four candidates competed for it; Mr. Götz, and Captains Jensen, Hutchison and Crawford. The elected were Captain Hutchison, formerly of the steamer *Whampoa*, and Captain Jensen of Messrs. Méalls & Co.'s store.

On the 1st instant, the American ship *Wm. H. Smith* arrived from New York, with a cargo of 71,000 cases "Comet" brand kerosene oil. She left the latter port on the 5th of April.

The O. & O. steamer *Belgic* arrived on the 2nd, and left to-day for San Francisco *via* Japan, after loading about 800 tons of tea.

The air is full of war rumours, battles fought and victories won, but nothing trustworthy, so far, has come to hand, only we have heard for certain that war is declared, and a notice was sent round by the American Consul to the effect that in pursuance of telegraphic instructions received this day he assumed control of Japanese interests at this port, and that all concerned were required to govern themselves accordingly.

We have the *Yungching* in port, but she is not allowed to leave until further orders. She has no cargo on board.

A Chinese transport came in from Foochow to-day with troops.—*Shanghai Mercury.*

ICHANG.

(FROM OUR OWN CORRESPONDENT.)

July 28th.

H.M.S. *Esk* arrived at this port on the 20th inst., and is now anchored abreast the foreign houses, to fill up the foreground of our river scenery in such a way as to complete the picture as it has appeared any time since her first arrival in the eventful fall of 1891. Her presence here will be both welcome and necessary during the coming months as the provincial examinations take place in this city in September and October. It is true that the students will not be of the most turbulent class, as no military examinations are being held, but an assemblage of young men, even of the "civil class," has always elements of danger in it.

The removal of the Customs staff to their new quarters, which has already commenced, will bring all the foreigners together in a group of more or less connected houses so as to give the maximum of security in case of trouble. It also gives a distinct foreign tone to the southern end of the city and shows up bravely when the white houses first flash on the sight as one shoots out from the "Tiger's Tooth Gorge" about ten miles down the river. On approaching nearer it is also to be observed that the river bank fronting this portion of what a stranger might innocently suspect to be the foreign settlement or concession, is bonded with solid masonry and projecting steps belonging to the two English shipping companies and the Imperial Customs, and is now nearly free of the filthy obstacles that bedeck, but do not adorn, the river front further up. This improvement is partly due to the Customs authorities, and has suggested the formation of a General Improvement Committee formed of most of the foreign property owners, or their representatives, who will subscribe and spend money in draining and making roads for the health and comfort of the foreign residents in the semi-foreign part of the place.

Rumour has it that the lighting of the Upper Yangtsze is likely to soon become a fact, as the proper authorities are making enquiries of the river captains as to the spots in most need of being marked between Hankow and Ichang. This is as it should be, and the trip from Hankow to this city will be shortened thereby by several hours, especially during the winter months.

The heat has been considerable here during the last few days, and we have had a unique experience in the way of a severe storm of wind and rain, that caused sad havoc among the matshed houses, and mat-covered junks beside the bank. The squall burst on us shortly after noon and a whirlwind soon strewed the ground with the roofs of houses and tops of trees, and the river with mats from the junks. Several native craft were put over on their beam ends, others broke adrift and went sailing away down river on a swift current, and for a few minutes there was wild confusion, not to say considerable danger. This, too, at a place where more than a pleasant sailing breeze is rarely felt, and houses only built to withstand that amount. Half-an-hour more of such lively times would probably have disroofed half the city. The rain came down in a deluge and gave the drains of the native city a much needed flushing.

The river has been exceptionally low all the summer, beating the record of several years. We have, however, had a strong freshet down during the last few days which has brought it up to twenty-eight feet. The weather is much too hot for an iceless district and worse than all, our present cooling place, the wells of the Customs staff, will soon be abandoned, for, alas, the nimble dollar is so tricky and uncertain that wells cannot be afforded in the new compound, except to the highest authorities, and the unquenchable thirst of the tide-waiter will have to be slaked by luke-warm soda, until the mono and bimetallist have ended their feud and we suffering mortals in the East can once more lift up our heads and have our needs supplied from a well-stocked exchequer.—*N. C. Daily News.*

NEWCHWANG.

(FROM OUR CORRESPONDENT.)

NEWCHWANG, July 30th.

The recent continuous heavy rains, followed by excessive heat, have considerably reduced the chances of an abundant harvest. For over a week the vessels in port have not swung to the flood tide, on account of the strong freshets. Considerable damage has been done to property, and scores of houses have been effaced by the encroachments of the floods. Lives have also been sacrificed. A family, consisting of seven persons, had transferred their worldly goods into a boat with the intention of migrating to safer surroundings. Whilst awaiting the turn of the tide on the river's side, about half an acre of land suddenly subsided into the river, drowning the seven Celestials.

Messrs. Butterfield and Swire are actively engaged in improving their wharves in a substantial manner, at the expense of several thousand taels.

A vast, substantial godown is in course of erection in the neighbourhood for the exclusive reception of kerosene oil, more especially Russian, which is at present arriving in large consignments from Shanghai. The building is the property of a Chinese syndicate.

A complimentary banquet was recently given to Mr. H. I. Wavell, I. M. Customs, by some of his bachelor friends, prior to his departure for Tientsin. A most enjoyable evening was spent, and the good wishes of his numerous Newchwang friends accompany him to his destination.

The barque *Galveston* went ashore several miles down river on her passage to Amoy, and put back into harbour in a leaky condition, Lloyd's agents, Messrs. Bush Bros., having surveyed the vessel, it was deemed advisable to discharge the cargo, and beach the vessel for repairs.

At present there are 12 steamers in port, besides numerous sailing vessels of all kinds; among the steamers, the British steamer *Feitung* is chartered by the Mitsu Bishi Company for Kobe—an extraordinary anomaly, considering the strained relations between China and Japan. The Chinese transport *China Hae* is also among the recent arrivals, hurriedly loading arms and other munitions of war for Tientsin.

News reached us here per steamship *Singan* of a naval engagement at Chemulpo, in which several merchantmen are alleged to have been sunk—news, which have since been confirmed. Considerable excitement prevails in consequence. —*Shanghai Mercury.*

TIENTSIN.

(FROM OUR CORRESPONDENT.)

TIENTSIN, July 30th.

All the foreign members of the Military College here have signified, through Mr. Detring, their readiness to be employed on special service and if necessary they are willing to go to Korea. Viceroy Li has expressed himself much pleased at this. News has arrived to-day that the Japanese have attacked again in force the Chinese camp at Yashan. Both sides lost heavily, but the fight was indecisive, the Japanese not being able to dislodge the Chinese from their positions, which are still held by them.

News has arrived that the Japanese, after capturing the King of Korea, took him round in his chair to the various Legations and Consulates, to present him. This has much embittered the popular feeling against the Japanese.

The Japanese Naval Attaché to the Legation, it is said, has shown to some friends of his a compass survey of the country hereabouts, taken by Japanese. This seems to indicate that the Japanese contemplate operations here, should they be successful in Korea; as they hardly are in a position to undertake both at once.

The steamers arriving still remain at Tongku, though the river has risen to its last year's height, 11 feet over its usual level. Trade in imports and exports is again dull, on account of freshets. Last year it was bad enough, but this year between freshets and war with Japan, the prospect is very, very dull. Since last Saturday there have been very heavy rain showers, and I learn traffic with Shan-hai-kwan is again interrupted. The Peiho has burst its banks at Matao, about the same place where last year boat traffic with Peking ended.

The members of the Korean Customs, I learn, were to leave on Saturday last. It is rumoured the Japanese have compelled the King to cut his hair and change his dress.

Politics are still in a very confused state, and nothing is known of the action likely to be taken by the Great Powers.

August 3rd.

H.E. Li Hung-chang is very pleased with the Captains and Officers of the China Merchants S. N. Co. steamers, who so ably performed their arduous task on the same mission as the *Kowshing*, and without the slightest hitch, and for which he complimented Mr. Thomas Weir, the Superintending engineer, who, at present, is here, and extends the same to the Captains and Officers.

Mr. G. Detring being no longer required for special duty, took on the 1st instant, charge of the Customs as Commissioner of this port.

Last night, at 11 p.m. the Customs steam-launch took the Japanese Consul and suit, and the Military Attaché Major M. Kamio to Taku to join the *Chungking*. A sad mishap happened by wrongly wording the Viceroy's telegram to Tongku, for a special guard of soldiers to guard and protect the Japanese passengers on board the *Chungking*. The officer in charge took the Japanese by force, from the *Chungking* to the godown at Tongku, which mistake the Viceroy rectified at once, and, immediately he heard of it, had them placed on board, and punished the officer. The *Chungking* left Tongku yesterday morning for outside the Bar, where she received the Consulate members and staff.

To-day at noon, the Japanese *Chargé d'Affaires* and suit arrived in a house-boat from Tungchow. When they arrived at the bridge of boats, H.E. Li Hung-chang placed a guard of soldiers, and a native gunboat to prevent Chinese mob molesting them. They are waiting the arrival of the *Tungchow*, in which steamer they will leave. The Chinese to-day are very quiet, although their house-boats lay alongside the Bund, and the few who assemble, do it simply out of curiosity.

Mr. S. P. Read, United States Consul, who has notified the Viceroy that the Japanese are under his government's protection, saw the Consulate members off, and, no doubt, will do the same with the Legation people.

The Taku Tug and Lighter Co. steamer arrived yesterday at Taku at 5.30 p.m., and Capt. J. McClure reported himself to-day to the Viceroy, and gave the news that the Japanese troops had left Seoul, and that the Chinese troops had entered the capital.

August 4th.

The Japanese *Chargé d'Affaires* suite, and sixteen in all left this morning by the tug-boat *Heron* for the *Tung.—Shanghai Mercury.*

(FROM OUR OWN CORRESPONDENT.)

July 31st.

Everthing here is excitement on account of the war. Rumours are crossing rumours. Yesterday Viceroy Li was in good spirits; he had heard that the Japanese had been repulsed by General Yeh Chih Chen, who occupies an entrenched position at Asan; he also said that the Japanese Admiral's ship had been sunk, but this afterwards appeared should have been "nearly sunk." The public opinion here is altogether that the Japanese are the stronger, but it seems very little is wanted to upset it. As soon as rumours of a Chinese success reaches us, people who have been the most eager spokesmen for the Japanese look very grave, and their former security in the Japanese is changed into "No one can tell how it will end." The Japanese residents here are all closing their shops and leaving. The Viceroy is said to believe that three or four millions of dollars will defray the expenses of the war, but this sum is far too small; 20 millions is nearer the figure. The Chinese are displaying some activity in the different departments, but it seems to me that even now there is too much disputing about small expenses even in cases where large issues are at stake.—*China Gazette.*

(FROM A CORRESPONDENT.)

July 30th.

It is now absolutely certain that the *Kowshing* is sunk, fifty-four (55 ?) survivors are at Wei-hai-wei, including two foreigners, one an engineer (name unknown), one a Manila quartermaster; these latter are reported to be *en route* for Tientsin in the *Chungking*; until they arrive we shall know nothing definite about the tragedy. At present we have at least a dozen circumstantial accounts which utterly fail to harmonise or agree in any details. The subject of the first shot is especially a bone of contention. It is pretty well agreed, however, that the ill-fated vessel was gay under a display of bannerets, flags, etc., and that the troops on board did their best to excite their own martial spirit by the untimely flaunting of these in the presence of the enemy.

The *Tsiyuen* is reported to have slipped across to Port Arthur in the dark and to be in dock; she was reported to show 105 marks of being hit, but the docking and closer examination reveal over 400. I should think these must include the result of Gatling guns, and small pieces of shell, otherwise the casualties to the crew would be more than 40 killed and wounded. It is said that the sighting shot (the first) of the Japanese was the one which displaced the heavy gun, a fluke in fact; the succeeding shells made bad practice for the most part. There is some doubt about the torpedo gunboat *Kuangyu's (?)* part in the action, but it is generally believed here that she fought with the utmost courage and went down with her guns firing, having refused to surrender when still able to float.

To-day we hear that Admiral Ting put to sea on Friday with the *Peiyang*, but that he has returned to harbour after failing to sight the enemy. The *Haeting* left Taku for Korea yesterday. It is reported that the officers waited on Sheng Taotai and suggested the expediency of compensation in case of death or injury. The Taotai wished to take summary measures to repress what he thought a lack of discipline, but the officers stood firmly together and some equitable arrangement was made before the vessel left Taku.

The Japanese residents leave to-day and to-morrow, though there is no word yet of the interruption of ministerial or consular relations. A little incident, not without a vein of comedy and wise prevision in it, is worth relating—the little fellows were seen taking stock of the various houses and compounds of the foreigners before they left.

July 31st.

Twenty-three of the *Kowshing* survivors have reached Tientsin per steamship *Chungking*. A more or less intelligent fireman describes the incidents which terminated in the unfortunate ship's destruction. She was seized by the vessel which fought the *Tsiyuen*; and *pro tem.* placed close in shore under the guns of her captor. The fireman says she was ordered to shape a southerly course for Japan, but refused; the Europeans were then ordered out, but refused to go, whereupon the Japanese vessel opened fire; the first shot went through the engine room, the second entered the boilers—the vessel blew up, and sank in six fathoms of water. The fireman maintains that the Japanese Gatling guns made terrible practice amongst the struggling masses of humanity in the water; he reports that all the European officers were lost, but he personally saw only one—an engineer, whose name it is more expedient to withhold for a short time—struck in the face with the part of a shell; the poor fellow was instantly killed. Forty-five survivors were taken off the rigging by the *Lion*; this man knows nothing about Mr. von Hanneken. Of the survivors twenty-three have come to Tientsin, most of them safe and sound; three or four only have their arms in slings. They are located in the Admiralty Secretary's office, and are going up to the *yamên* to-night.

Tientsin criticism of the above tends to the belief that the officers of the doomed ship were between two fires; the Japanese ordering them to steer with them, or leave the ship; the Chinese (2,200 rifles) forbidding either course of action. The Japanese gave them 48 minutes to decide these matters. I have reason to believe that Messrs. Jardine's agent here has been told by the Chinese government that the latter does not hold itself responsible in any way whatever for the loss of the *Kowshing* by the casualties of war, as war had not been declared. Your readers will readily understand that this is an astute move to arouse the active interest of England in the question. I may add that the fireman is very positive that the Japanese in engaging the *Tsiyuen* fired the first shot.

We have a wire to-day that the *Peiho* has been captured; there is also a tragical report in connection with this, but as very great misery is inflicted on relatives and friends by the gratuitous circulation of these reports, it is better to suppress them until they are verified. This vessel was on Tuesday last chartered by the Imperial Government to act as a despatch boat; Captain Maclure felt unequal to the sole charge and Mr. J. Fenton of the Customs went to assist him—Mr. Fenton having formerly been a sailor. The *Haeting* left for Korea on Sunday; the *Feiching* has not again left Taku.—The Japanese Consul is still here; his Minister is said to be *en route* from Peking. It is understood that the Japanese residents leave Tientsin to-morrow.—A Japanese cruiser is said to be in the gulf, off Hope Sound.—No one here has any cognisance of war having been declared.

August 1st.

In happy contradiction of the ill news current for the four days, we have to-day received information (wired from Chefoo) that Mr. von Hanneken is safe in Chemulpo. Tientsin has received this in the spirit of a great victory, as the telegram reporting the recovery of his body at sea was so specific in its terms. Yesterday we were further depressed by the reported seizure of the *Peiho* and the reported seizure and shooting of a British subject; to-day we have it on the authority of the Chefoo Commissioner that she has arrived there with her shaft broken, officers and crew all well. She has brought news of a Chinese advantage at Yashan and reports that the Japanese were evacuating Seoul, leaving only a strong Consular guard. The *Kowshing* survivors are here, their story is not quite consistent with our previous news; the Manila man says two torpedoes blew up the ship, and that he saw a boatload of men in white clothes leave the ship and make for a neighbouring island. He confirms the fact of the Gatlings playing among the drowning men. Thus far then the casualties are (1) Capture of despatch-boat *Tsaokiang* (2) Sinking of Canton torpedo boat *Kuangyi* after having been capitally fought; (3) Loss of transport *Kowshing* with some 1,200 troops—fate of Europeans doubtful. Yesterday a Japanese cruiser was seen in the Gulf off Hope Sound; a very risky position considering the Chinese fleet is mobilised at Wei-hai-wei. The Japanese residents at Tientsin left last night; Mr. Asakawa is still at the Consulate; the Viceroy has courteously sent a strong guard for his protection. —*N. C. Daily News.*

SIAM NOTES.

BANGKOK, August 3rd.

Bangkok station, as well as all the Police stations of the City, will shortly be fitted with the electric light.

We understand that the Borneo Company has entered into a contract with the Siamese Government to raft all Government wood, with the option of buying it. Another story is that an official has lent his name to a speculative Chinaman for this purpose.

The rare spectacle of a venomous snake coiled up on one of the telegraph wires was witnessed on Wednesday. The sight attracted a gaping crowd who freely indulged in an interchange of views on the mode by which the clever feat was accomplished.

A sailor on board the *Triomphante*, on being reprimanded by a non-commissioned officer named Galloe for drunkenness, drew a knife and stabbed him to the heart. The assassin was at once placed in irons. The murdered man leaves a wife and two children.

Mr. Molloy, chief officer of the *Ban Seng Guan*, presented himself before Mr. Beckett, at the British Consulate, on Wednesday morning and produced a will made in his favor by the late Captain Jackson shortly after the battle at Paknam, in which the late pilot has bequeathed all his personalty to Mr. Molloy.

We regret to record the death of an old resident in Mr. C. Bethge which took place at Chantaboon on Tuesday evening, whither he had gone to work a concession which he had obtained from Government. Deceased came out to Bangkok some thirty years ago and first joined the Telegraph Department, which greatly increased in prestige during his connection with it. He afterwards entered several mercantile establishments and finally started business on his own account in which he was, unfortunately, unsuccessful.

Our readers will remember the case of a Mr. Taylor, who was brutally assaulted at the Bangtapan mines some eighteen months ago, and plundered of valuable jewellery, a large sum of money, stock of fire arms, &c., &c. Fifteen persons were arrested and forwarded to Bangkok as being concerned in the outrage, and every effort was made by Mr. Taylor after his recovery to get the case heard, with a view to obtaining some clue to the discovery of his property. This was not done, and the authorities, after allowing some eighteen months to elapse without ordering any investigation whatever, have written to the British Consul that out of the fifteen persons originally sent to Bangkok, eight of them have died in gaol including the principal witnesses. Of the remaining seven, one of them is Amden Nim wife of the man Nai Kan, who is at large and who is said to have pawned the gun with which he shot Mr. Taylor. Another woman is Amden Kim, wife of Nai Kuun, who died at Bangtaphan. The remaining five have been released by the authorities for want of evidence against them and the two women have been released on bail pending the arrest of Nai Kan.

The continued illness of the King and the desperate condition of the State, which is daily becoming worse, appears to have suggested a startling innovation to the advisers of the Siamese monarch. It is contemplated electing a Regent, in much the same manner as in the days of the mad King George of England, to act for such time as his Majesty is unable to attend to the cares of Government. A congress of the Senabodee will, we learn, be shortly convened, and steps taken to bring about this important change in the Government of the country. In all probability the choice will fall upon one of the King's two brothers, the Ong Noi or the Ong Yai. The Foreign Minister will probably find his task in no way lightened by the projected departure. He now stands almost alone, both inside the Palace as well as outside; and on his shoulders is placed much of the discredit which ought to be borne by his royal brothers. As far as can be judged, the change would be for the immediate benefit of Siam, and as affairs now are tending this appears to be the chief consideration which ought to weigh with everyone who desires to see an end of the present deplorable stagnation and piteous mismanagement.

Prince Damrong, we learn, has decided to make a journey to Battambong to enquire into the truth of the disgraceful reports that are constantly arriving from that locality. It is stated that the excesses of armed bands in every corner of the province, the disgraceful indifference of local officials, and the prevailing theft of elephants and cattle on every side have been made the subject of complaint to Bangkok for years past, without moving the Siamese Government to a sense of its duties and responsibilities in that corner of the kingdom. It is also alleged that the Cambodian residents hate the present *régime* and would welcome any change that would rid them of their oppressors. If Prince Damrong will enquire into the truth of these statements, and remedy the abuses of a people which might prove a great danger to Siam if any longer neglected, he would be contributing much towards consolidating Siamese rule in those districts, and earn the gratitude of a long-suffering people. We trust that the Minister of the Interior will act with his usual energy, and that we shall not again need to remind him that the provinces under his control are among the most disorderly in Siam.—*Siam Free Press.*

August 4th.

Capt. Ames is suffering from a serious attack of paralysis, supervening on acute neuralgia.

Dr. Dunlap and family have had to return to Paknam, Mrs. Dunlap having suffered a relapse.

The King of Siam's condition, we are pleased to learn, has improved during the course of the last few days. His Majesty is now taking more nourishment and is stronger.

Mr. W. Sinclair, who came to Siam in the palmy days of 25 years ago, formerly manager of the Borneo Co., Ld., and for many years joint proprietor of the Sam Sen Rice Mills, left Bangkok on Monday *en route* for Europe. Mr. Sinclair does not expect to return to Siam.

It appears that by his last will and testament, made soon after the Paknam affair, Pilot Jackson apparently left to Mr. Molloy, chief officer of the *Ban Seng Guan*, the whole of his personalty. It is stated that this amounts to at least Tcs. 10,000. A peculiar feature in the case is that the property, although no word to this effect is stated in the will, was left to Mr. Molloy in trust for Pilot Jackson's nephews. The deceased and Mr. Molloy hail from the same locality. The drowned pilot's body has not yet been recovered.—*Bangkok Times.*

August 5th.

Mr. G. W. Ward, hitherto Editor of this journal, but who, owing to ill health, has not taken part in its active management for some days, has resigned his position.

Monsieur A. Teutsch writes from Chantaboon to the British Consulate asking for permission to practise in the Consular Court. He states that he holds the necessary French qualifications. A gentleman of the same name was in Bangkok for a short time about eighteen months ago.

Mr. Scott, the British *Chargé d'Affaires*, is expected up from Koh-si-chang this evening, and on Monday he will sit as Judge of the Supreme Court with a jury to try the Chantaboon murder case, where two Burmese lads are charged with the murder of a countryman.

About a dozen Japanese, including women, arrived by the *Dewawongse* on the 3rd inst. One of our representatives interviewed the party, who stated that they intend to take up land for cultivation, and will for some time stay with some of their people who are dependants of H. E. Chow Phya Bhaskarawongs.

Mr. John Barrett, the United States Minister Resident, has addressed a communication to the Siamese Government pointing out that gambling, hat-snatching and similar offences are prevalent in the lane leading to the American Legation, and requesting that a police patrol be placed there to maintain order.

This season has been an abnormal one for deaths by drowning among the British shipping frequenting this port. Capt. Evans of the British barque *Moel Y Don*, who came up from Koh-si-chang on Thursday evening, reported that a seaman named Harry Brown, while at work painting the outside of the ship in Koh-si-chang harbour, fell off the staging and was drowned. The deceased was known to be a good swimmer, so it is presumed that he either had a sunstroke or a sudden failure of the heart's action before falling. In grappling for him the Captain met with a rather painful accident, owing to the grapnel hooks catching in his hand in the act of being thrown. The body of the sailor was not recovered, although every effort was made.—*Siam Observer.*

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. —Sole Agent for Hongkong and the Empire of China:—Chan A Fook, at Watkins & Co., Hongkong.—[*Advt.*

To-day's Advertisements.

"BEN" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship
"BENVENUE,"
Captain Thomson, will be despatched as above on FRIDAY AFTERNOON, the 17th instant.
For Freight, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 14th August, 1894. [874

SPECIAL NOTICE.
THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.
PRICE TEN CENTS.
Copies ordered from the Office will be charged the usual rate—25 cents.
Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.
Hongkong, 14th October, 1891.

Masonic.
PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.
A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 9th August, 1894. [861

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1891. [713

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FRESH MILK,
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Hongkong, 26th April, 1894. [822

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26.—Alice Memorial Hospital.
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18.—Butterfield & Swire, Shipping Dept.
36.—Butterfield & Swire, Sugar Office.
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81.—H. & K. Wharf & Godown Co., Praya Central.
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29.—Peak Hotel.
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51.—Ray, E. C., Pedder's Street.
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62.—Stevens, G. R., Residence.
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76.—Telegraph Companies' Mess.
45a.—Temporary Hospital, West Point.
92.—Tung Kee & Co., Wing Lok Street.
46a.—Tung Wah Hospital.
16.—Watson & Co., Queen's Road.
54.—Watson & Co., Buffet, Peak.
56.—Victoria Hotel, Public Telephone.
17.—Wickham, W. H., Residence.
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In case of FIRE ring up No. 15.
The Exchange is open day and night.
W. STUART HARRISON, Manager.
Hongkong, 10th April, 1894. [840

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SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
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EVERY KIND OF
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CHRONOMETER, WATCH, and CLOCKMAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
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JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.
THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co., Bank Buildings.
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The whole block of buildings consisting of HOTEL (partly furnished) with large CONCERT HALL, several substantially BUILT HOUSES, SHOPS and OUT-HOUSES, &c., &c., &c. Admirably adapted for FIRST-CLASS HOTEL or BUSINESS PREMISES.
Possession may be taken on OCTOBER 1ST, 1894.
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NO. 5, WILD DELL BUILDINGS (Furnished or Unfurnished). Five Good Rooms situated in the best part of the building
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HOUSES Nos. 6 and 24, "BELILIOS TERRACE," ROBINSON ROAD.
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ROOMS in "BEACONSFIELD ARCADE," QUEEN'S ROAD.
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TO LET.
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FLOORS in BLUE BUILDINGS.
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OFFICES:—
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GODOWNS:—
BLUE BUILDINGS.
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THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 2nd July, 1894. [93

TO LET.
NO. 9, SEYMOUR TERRACE.
OFFICES in Victoria Buildings.
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GODOWNS in WANCHAI at the back of McGREGOR'S BARRACKS.
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DAVID SASSOON, SONS & Co.
Hongkong, 7th August, 1894. [88

Hotels.
BAY VIEW HOTEL.
THE "RAMSGATE" OF HONGKONG,
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THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.
To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.
Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.
Hongkong, 13th August, 1894. [643

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MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.
FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.
THE ELECTRIC LIGHT IN ALL THE BUILDINGS.
TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.
SPECIAL RATES MADE FOR A PROLONGED STAY.
S. N. YAMAGUCHI,
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HOTEL DE LA PAIX.
FORMERLY THE HOTEL DES COLONIES.
THIS HOTEL, situated on the FRENCH CONCESSION, a very convenient spot on SHAMEEN, is now prepared to offer the BEST ACCOMMODATION to any TOURISTS or OCCASIONAL VISITORS who wish to bring their FAMILIES to pay a visit to CANTON, and EVERY POSSIBLE ATTENTION will be paid to their Comforts.
A FIRST-CLASS TABLE D'HOTE kept, WINES and SPIRITS of the Best Quality; and the Charges for the same are EXTREMELY FAIR and REASONABLE.
A well furnished BILLIARD SALOON with BAR attached.
V. A. ROZARIO, Manager.
Canton, 31st July, 1894. [834

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BOARD and LODGING from $60 to $70 per Month.
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THOMAS' GRILL ROOMS,
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THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash, Terms:—

Breakfast ...per meal	$0.75	...per Month	$12
Tiffin..... "	$0.75	... "	$20
Dinner "	$1.25	... "	$25
Breakfast, Tiffin and Dinner		... "	$45
Breakfast and Tiffin		"	$30
Tiffin and Dinner		"	$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.
W. THOMAS, Proprietor.
Hongkong, 14th June, 1894. [539

For Sale.
FOR SALE.
THE SCHOONER "MONTIARA,"
AS SHE NOW LIES IN CAUSEWAY BAY.

Length	75 feet.
Beam	17 feet.
Depth of hold	7½ feet.
Registered Tonnage	75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)
The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with ironwood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.
For Particulars as to Price, &c., apply to
R. FRASER-SMITH, 6, Pedder's Hill.
Hongkong, 1st August, 1894. [18

FOR SALE.
THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCKS.
THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26". The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 15 stroke, Single Acting Circulating Pump 8" dia. by 15" stroke, and Double Acting Feed and Bilge Pump (one each) 5" dia. by 15" stroke.
These Engines have been very little used and are in thoroughly good order.
The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.
The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.
For further particulars, apply to
R. FRASER-SMITH, 6, Pedder's Hill.
Hongkong, 1st August, 1894. [18

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—99 per cent., prem., buyers.
The National Bank of China, Ld.—on £8.0.0. paid up,—$24. sellers.
The National Bank of China, Ld.—Founders' shares, nominal.
The Bank of China, Japan & the Straits, Ld.—nominal.
The Bank of China, Japan & the Straits, Ld.—Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—$125 per share, sellers
China Traders' Insurance Company—$64 per share, buyers.
North China Insurance—Tls. 167½ per share, sellers.
Canton Insurance Company, Limited—$137 per share, buyers.
Yangtsze Insurance Association—$71, buyers.
On Tai Insurance Company, Limited—Tls. 15 per share.
The Straits Insurance Co., Ld.—$16 per share, buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$180 per share, buyers
China Fire Insurance Company—$79 per share, sellers.
The Straits Fire Insurance Co., Ld., $21 per share, sales and buyers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$26 per share, buyers.
China and Manila Steam Ship Company—$65, buyers.
Indo-China Steam Navigation Company, Limited—$34, buyers.
Douglas Steamship Company—$50, buyers.
China Mutual Shippers Co., Ld.—(Preference)—£6 per share, nominal.
China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—$160 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—$48, buyers.

MINING.

Punjom Mining Co.—(Ordinary)—$6½ per share, sales and sellers.
Punjom Mining Co.—(Preference)—$1.70 per share, buyers.
The Raub Gold Mining Co., Limited—$5 per share, sellers.
The New Balmoral Gold Mining Co., Limited—$1.90 per share, sellers.
Société Française des Charbonnages du Tonkin—$70 per share, sellers.
The Lelehu Mining and Trading Co., Limited—$5.90, sales and buyers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—85 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—$21 per share, sales and buyers.
Hongkong and Kowloon Wharf and Godown Company—$37½ per share, sales and buyers.
Wanchai Warehouse Co., Ld.—$40 per share, sellers.

HOTELS.

Hongkong Hotel Company—$11 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures $501.
The Shameen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—$10 per share, sellers.
The Hongkong Land Investment Co., Limited—$51, buyers.
The West Point Buildings Co., Limited—$24 per share, sellers.
Humphreys' Estate and Finance Co., Ld.—$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$10.30, buyers.
Dakin, Cruickshank & Co., Limited—$1½ per share, buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—$6 per share, sellers.
H. G. Brown & Co., Limited—$4 per share, buyers.
Hongkong Rope Manufacturing Company, Limited—$105 per share, buyers.
Hongkong Gas Company—$125 per share, buyers.
Hongkong Ice Company—$78 per share, sellers.
Hongkong and China Bakery Company, Limited—$40 per share, sellers.
The Hongkong Brick and Cement Co., Limited—$4 per share, buyers.
The Green Island Cement Co.—$5½, buyers.
The Hongkong Electric Light Co., Limited—$4.75, sellers.
The Hongkong High-Level Tramway Co., Limited—$70, buyers.
Campbell, Moore & Co., Ld.—$2 per share.

EXCHANGE.

ON LONDON—Bank, T. T.	2/1⅞
Bank Bills, on demand	2/1½
Bank Bills, at 4 months' sight	2/1⅝
Credits at 4 months' sight	2/1⅝
Documentary Bills, at 4 months' sight	2/2⅛
ON PARIS—	
Bank Bills, on demand	2.65
Credits, at 4 months' sight	2.70
ON INDIA:—	
T. T.	193½
On Demand	194
ON SHANGHAI—	
Bank, T. T.	73½
Private, 30 days' sight	74½
Sovereigns (Bank's buying rate)	99.30
Silver (per oz.)	28 13/16

VISITORS AT THE HONGKONG HOTEL.

Mr. Dejean de la Batie.	Mr. C. E. Mehta.
Rev S. A. Baylee.	Mr. T. Mitchell.
Miss R. Claxton.	Mr. J. W. Murray.
Capt. Cunningham.	Mr. J. S. Nazer.
Dr. V. Danenberg.	Mr. Oscar Noodt.
Mr. W. A. Duff.	Mr. Hugh McPhail.
Mr. J. J. East.	Mr. F. E. Sheun.
Mr. T. J. Eldridge.	Mr. Silva E. Souza.
Mr. and Mrs. Gauthier, 2 children and maid.	Mr. T. Tatlock.
	Captain G. Tayler.
Mr. M. C. Gulland.	Mr. G. H. Wheeler.
Mr. J. Kinghorn.	Mr. W. Whitley.
Mr. R. Lyall.	Mr. R. W. Wood.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. Bearblock.	Mrs. Milroy.
Miss Coe.	Capt. and Mrs. Moore.
Mr. H. L. Dalrymple.	Mr. F. Morony.
Mr. E. Delbanco.	Mr. W. Parfitt.
Mr. R. P. Dipple.	Mrs. Robinson and children.
Mr. J. P. Dowling.	
Mr. A. G. Ewing.	Mr. F. H. Siaghek.
Mr. Geo. Fenwick.	Mr. & Mrs. A. Findlay-Smith and family.
Mr. Fricker.	
Rev. & Mrs. Hamilton.	Capt. & Mrs. Stonham.
Mr. W. S. Harrison.	Mr. A. G. Stokes.
Mr. Morton Jones.	Capt. and Mrs. Wilson.
Dr. Meaden.	Mr D. Wymer.
Mr. Medhurst.	

MAILS EXPECTED.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco on the 26th ultimo, left Yokohama on the 14th instant at daylight, and may be expected here on the 21st.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., left San Francisco for this port *via* Yokohama, on the 7th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific steamship Co.'s steamer *Victoria* left Tacoma for this port, *via* Japan, on the 25th ultimo.

STEAMERS EXPECTED.

The 'Tata' line steamer *Asamore* left Singapore on the 9th instant, and may be expected here on the 15th.

The Ocean Steamship Co.'s steamer *Ixion* left Singapore on the 8th instant, and may be expected here on the 15th.

The Austrian Lloyd's S. N. Co.'s steamer *Maria Valeria* left Singapore on the 12th instant, and may be expected here on the 19th.

The P. & O. S. N. Co.'s steamer *Japan* left Bombay on the 8th instant, and may be expected here on the 26th.

The Navigazione Generale Italiana steamer *Bormida* left Bombay on the 9th instant, and may be expected here on the 27th.

CHINA COAST METEOROLOGICAL REGISTER.

13th August, 1894.—At 4 p.m.

STATION	Barometer reduced to level of sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladiwostock	29.80	77	...	N	1	b	...
Tokio	29.72	...	...	S	1	...	...
Nagasaki	29.68	62	87	SW	3	c	...
Shanghai	29.66	87	72	ENE	2	b	...
Foochow		...	...	...	...	...	...
Amoy	29.68	83	79	SW	2	b	...
Anping		...	...	...	...	...	...
Swatow	29.65	84	...	SE	1	ogr	...
Pakhoi	29.70	77	100	SE	1	ogr	...
Hongkong	29.79	76	95	NW	1	ocir	...
Victoria Peak		...	...	W	0	...	...
Gap Rock	29.70	...	...	SSE	2	...	...
Macao	29.69	79	91	NW	1	od	...
Hoihow		...	...	...	...	...	...
Haiphong	29.52	91	71	ESE	1	c	...
Bolinao	29.70	87	80	WSW	2	c	...
Manila	29.72	84	77	SW	2	o	...
Cape St James	30.03	...	...	SSW	1	ocm	...

14th August, 1894.—At 10 a.m.

STATION	Barometer reduced to level of sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.84	66	77	NNE	1	c	...
Tokio		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	29.73	85	79	SE	1	c	...
Foochow		...	...	...	...	...	...
Amoy	29.74	80	91	NNW	1	o	0.04
Swatow		...	...	...	...	...	...
Canton	29.76	77	93	...	...	...	...
Hongkong	29.78	77	92	...	0	od	0.03
Victoria Peak		...	...	S	1	...	...
Gap Rock	29.77	...	...	ESE	3	...	...
Macao	29.77	79	91	S	1	c	...
Hoihow		...	...	...	...	...	...
Haiphong	29.60	84	91	SE	...	c	...
Bolinao	29.82	87	76	SE	2	b	0.44
Manila	29.84	86	71	SW	1	c	1.08
Cape St James	30.02	...	...	SW	2	om	...

On the 14th at 11.15 a.m. Barometer steady. Light South and variable winds. Weather showery with thunder.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Hazy sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew wet). 7—Rain in inches, tenths and hundredths.

F. G. FIGG, First Assistant.

Hongkong Observatory, 14th August, 1894.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m.	29.76
Barometer—1 p.m.	29.53
Barometer—4 p.m.	29.74
Thermometer—9 a.m.	77
Thermometer—1 p.m.	79
Thermometer—4 p.m.	79
Thermometer—9 a.m. (Wet bulb)	76
Thermometer—1 p.m. (do)	77
Thermometer—4 p.m. (do)	77
Thermometer—Maximum	79
Thermometer—Minimum (overnight)	77

Shipping.

ARRIVALS.

TAMARIND, Norwegian steamer, 739, S. Casteberg, 14th August,—Newchwang 6th Aug., Beans.—Wieler & Co.

ROSETTA, British steamer, 2,039, G. W. F. Brown, R.N.R., 14th August,—Shanghai 11th August, Mails and General.—P. & O. S. N. Co.

FLINTSHIRE, British steamer, 1,872, Dwyer, 14th August,—Foochow 12th Aug., General.—Dodwell, Carlill & Co.

THALES, British steamer, 820, H. Bathurst, 14th August,—Taiwanfoo 10th August, Amoy 11th, and Swatow 13th, General.—D. Lapraik & Co.

LAERTES, British steamer, 1,395, Grier, 14th August,—Shanghai 8th August, and Foochow 12th, General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Choysang, British steamer, for Amoy.
Formosa, British steamer, for Swatow, &c.
Ly-ee-moon, German steamer, for Shanghai.

DEPARTURES.

August 14, *Amoy*, German steamer, for Chefoo.
August 14, *Activ*, Danish steamer, for Hoihow and Pakhoi.
August 14, *Ask*, Danish steamer, for Hoihow and Pakhoi.
August 14, *Pekin*, British steamer, for Amoy.
August 14, *Pyrrhus*, British str., for Singapore.
August 14, *Sarpedon*, British steamer, for Amoy and Shanghai.
August 14, *Formosa*, British str., for Swatow, Amoy and Tamsui.
August 14, *Ly-ee-moon*, German steamer, for Shanghai.
August 14, *Hertha*, German str., for Yokohama and Hiogo.

PASSENGERS—ARRIVED.

Per *Tamarind*, from Newchwang—1 Japanese.

Per *Laertes*, from Shanghai &c.—Mr. J. de Souza, and 13 Chinese.

Per *Thales*, from Taiwanfoo, &c.—Mr. Jentsel, and 163 Chinese.

Per *Flintshire*, from Foochow.—Mr. Whitehead.

Per *Rosetta*, from Shanghai for Hongkong.—Captain and Mrs. Goddard, infant and amah, Mr. and Mrs. Matheson, Mrs. Keswick, 4 children and 2 nurses, Mrs. Wilson and child, Mrs. Harvie, Mrs. and Master Gulamel, Miss Barker, Dr. McCandlish, Captain Cunningham and servant, Messrs. de Cunha, Chatham, F. Salinger, T. J. Eldridge, Loi Chee, S. Yamamoto, N. McConachy, J. S. Naser and servant, and 2 Chinese. For Port Said.—Mr. Shatzmann. For London.—Master Geo. Stooke, Master Harold Judd, Messrs. N. McTavish and W. Benson.

REPORTS.

The British steamship *Flintshire* reports that she left Foochow on the 12th instant, and had fresh southerly winds and showery weather.

The British steamship *Laertes* reports that she left Shanghai on the 8th instant, and Foochow on the 12th at 6.30 a.m., and had strong south-south-west winds with heavy rain to Ockseu Island; thence to port had light variable winds with dull overcast weather.

The British steamship *Thales* reports that she left Taiwanfoo on the 10th instant, Amoy on the 11th, and Swatow on the 13th. From Taiwanfoo to Amoy experienced moderate south-west to westerly winds and smooth sea with cloudy weather. From Amoy to Swatow had moderate to strong south-westerly winds and showery weather, and from Swatow to port had light to moderate variable south-west winds with frequent heavy showers.

Post Office.

A MAIL WILL CLOSE—

For Shanghai.—Per *Nanyang* to-morrow, the 15th instant, at 9.30 A.M.

For Amoy, Foochow, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Choysang* to-morrow, the 15th instant, at 11.30 A.M.

For Hoihow and Haiphong.—Per *Hanoi* on Thursday, the 16th instant, at 9.30 A.M.

For Europe, India, &c., *via* Bombay.—Per *Rosetta* on Thursday, the 16th instant, at 11 A.M.

For Singapore.—Per *Lawang* on Thursday, the 16th instant, at 3.30 P.M.

For Bangkok.—Per *Devawongse* on Friday, the 17th instant, at 9.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Verona* on Friday, the 17th instant, at 11.30 A.M.

For Nagasaki. Kobe, Yokohama, and San Francisco.—Per *Oceanic* on Tuesday, the 21st instant, at 12.30 P.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Tuesday, the 28th instant, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

ADEN, British steamer, 2,517, R. E. L. Hill, 13th August,—Singapore 8th August, General.—P. & O. S. N. Co.

AGNES, French steamer, 290.—Geo. R. Stevens.

ARIAKI MARU, Japanese steamer, 2,830, Hallstrom, 28th July,—Kutchinotsu 21st July, Coals.—Mitsui Bussan Kaisha.

CHOYSANG, British steamer, 1,194, R. C. D. Bradley, 12th August,—Shanghai 8th Aug., and Swatow 9th, General.—Jardine, Matheson & Co.

DEVAWONGSE, British str., 1,057, R. Unsworth, 12th August,—Bangkok 5th August, and Koh-si-chang 6th, General.—Yuen Fat Hong.

ESMERALDA, British steamer, 966, G. Tayler, 11th August,—Manila 8th August, General. Shewan & Co.

FAME, British steamer, 117, Captain Stopani.—Hongkong and Whampoa Dock Co.'s tug.

FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 27th July,—Canton 27th July, General.—C. M. S. N. Co.

HANOI, French steamer, 739, T. V. Chodzko, 12th August,—Haiphong 9th August, and Hoihow 11th, General.—A. R. Marty.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 13th August,—Saigon 9th August, Rice and Rice Flour.—Wieler & Co.

ISER, British steamer, 1,415, Burgoyne, 11th August,—Moji 5th August, Coals.—Bradley & Co.

KUTSANG, British str., 1,495, W. H. Jackson, 13th August,—Calcutta 28th July, Penang 4th August, and Singapore 7th, Opium and General.—Jardine, Matheson & Co.

LAWANG, German steamer, 1,632, F. von Binger, 13th August,—Kobe 7th August, General.—Siemssen & Co.

NORMANHURST, British steam-launch, 55, Anchela, 1st June,—Sandakan 26th May.

OCEANIC, British steamer, 3,808, Wm. M. Smith, R.N.R., 10th August,—San Francisco 17th July, and Yokohama 4th August, Mails and General.—O. & O. S. S. Co.

PARTHIAN, British steamer, 1,040, C. C. Thomson, 11th August,—Shanghai 7th August, General.—Siemssen & Co.

PRAYA, 130, Captain MacIsaac.—Hongkong Government Tender.

PRONTO, German steamer, 632, Bohn, 13th August,—Canton 13th August, General,—Siemssen & Co.

RIO, German steamer, 1,104, C. H. Davidsen, 12th August,—Swatow 12th Aug., General.—Wieler & Co.

TAIYICK, German steamer, 904, R. Schuldt, 13th August,—Canton 13th Aug., General.—Meyer & Co.

VERONA, British steamer, 1,876, C. H. S. Tocque, R.N.R., 13th August,—Yokohama 5th Aug., Mails and General.—P. & O. S. N. Co.

YUNG-CHING, Chinese steamer, 760, R. E. Harris, 12th August,—Amoy 10th August, General.—C. M. S. N. Co.

SAILING VESSELS.

CALEB CURTIS, American schooner, 34, Brake, 5th June,—Yap (Caroline Islands) 29th May, General.—Order.

COMET, Nicaraguan barque, 600, J. Kirk, 26th June,—Manila 15th June, Sugar.—Shewan & Co.

FOOHING SUEY, Hawaiian bark, 898, D. Mahony, 18th June,—New York 13th March, Kerosene Oil.—Shewan & Co.

H. HACKFELD, German bark, 1,249, T. W. Hilgeriot, 2nd August,—Cardiff 8th March, Coals.—Melchers & Co.

JAPAN, Italian bark, 306, Bartolomeo Guartavino, 22nd June,—Callao 2nd April, Ballast.—Order.

KITTY, British bark, 916, Wilson, 14th July,—Kalagua 28th June, Timber.—Gibb, Livingston & Co.

LINA, German bark, 461, Albrecht, 5th August,—Albany (W.A.) 13th June, Sandalwood.—Jardine, Matheson & Co.

PARAMITA, American ship, 1,498, Soule, 16th May,—Jardine, Matheson & Co.

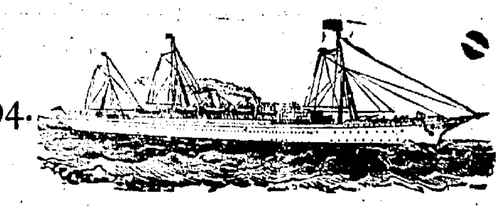
SEBASTIAN BACH, German barque, 822, Hansen, 23rd July,—Rajang 9th July, Timber.—Wieler & Co.

SILBERHORN, British ship, 1,853, Gibson, 26th July.—Shanghai 15th July, General.—Shewan & Co.

SUSQUEHANNA, American ship, 2,628, Sewall, 19th July,—New York 28th March, Kerosene Oil.—Reuter, Brockelmann & Co.

Mails

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.  1894.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

* *EMPRESS OF CHINA*.Comd,. R. Archibald, R.N.R....WEDNESDAY, 15th August,
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 5th September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R N.R.....WEDNESDAY, 3rd October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 8th August, 1894. [3

*NOTICE.—The "EMPRESS OF CHINA" will make her RETURN VOYAGE from SHANGHAI instead of HONGKONG, and will leave that Port on her regular sailing date. Mails, Passengers and Cargo from HONGKONG, intended for her, will be forwarded to SHANGHAI by the Indo-China Navigation Company's Steamer "CHOYSANG," sailing from HONGKONG at Noon, on WEDNESDAY, the 15th instant, and connecting at SHANGHAI with this Company's Steamer.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 29th Aug., at 1 P.M.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Wednesday, 19th Sept., at 1 P.M.
China (via Nagasaki, Kobe, Inland Sea & Yokohama)	Tuesday, 2nd October, at 1 P.M.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA & YOKOHAMA on WEDNESDAY, the 29th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10 Gold in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th August, 1894. [2

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [17

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 21st Aug., at 1 P.M.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 11th Sept., at 1 P.M.
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, 10th Oct., at 1 P.M.

THE Steamship

"OCEANIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 21st August, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 1st August, 1894. [2

SIEN TING,

SURGEON DENTIST, *No. 10, AGUILAR STREET.* TERMS VERY MODERATE. Consultation free.

Hongkong, 27th March, 1894. [401

DENTISTRY.

DR. J. SAKATA (from Japan), Mr. SUI SANG, DENTAL SURGEONS, 55, Queen's Road Central. First Class Dentistry and Moderate Fees.

Consultation Free.

Hongkong, 9th April, 1894.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	Tuesday	August 28th.
Tacoma	Tuesday	September 25th.
Sikh	Tuesday	October 16th.
Victoria	Tuesday	November 6th.
Tacoma	Tuesday	December 11th.

THE Steamship

"VICTORIA,"

Captain John Panton, R.N.R., sailing at Noon, on TUESDAY, the 28th August, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

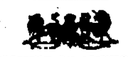
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DODWELL, CARLILL & Co., Agents.

Hongkong, 9th August, 1894. [4

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